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SUBJECT: Selection of Aircraft for ARDF Installation

1. The overall concept of the contemplated project is one that should last for 10-20 years and have a world-wide capability. Therefore, one of the criterion used to select an aircraft is its ability to withstand 20 years use. Another criterion is the adaptability of the ARDF system to the aircraft. The present ARDF system contemplated for use in this project requires an aircraft with at least a 50 foot wing span. Several aircraft are available that meet the above criteria and the merits of each will be examined.

A. Aero-Commander Turbo-Commander. This aircraft, equipped with Aire Research turbo-prop engines has approximately a 50 foot wing span, is pressurized and can accomodate the above equipment. However, because of problems with the engine, all aircraft deliveries have been held up and at the present time no production schedule is known. At Government prices, this aircraft would cost approximately \$265,000 per copy.

B. Grumman Mohawk QV-1A, QV-1B and QV-1C. These aircraft are presently in the Army inventory and all equipped with ARDF, SLAR and infra-red detecting devices. The present production line has been assigned to the Army, but a high priority could make some available. Basic price is \$280,000 without the ARDF or other equipment.

C. Mooney MU-2. Another turbo-prop aircraft with Garret Aire Research engines. This aircraft has been put into limited production and no schedule is known. Cost is approximately \$210,000.

D. Queen Air B-80. This aircraft is powered by reciprocating engines and has a 50 foot wing span. It has the same basic structure as the RU-80 which is already in use by the Army with ARDF installed. These aircraft can be delivered at a rate of three per month starting in October 1966. Cost is approximately \$140,000 per aircraft.

E. The Queen Air 88 is a pressurized version of the B-80. This aircraft has the same structure as the B-80 and should be able to hold the ARDF equipment. At approximately \$210,000 it is available at three per month starting in October 1966. A letter in intent by 15 July 1966 is required in order to obtain the above delivery schedule.

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2. Of the above mentioned aircraft, the Queen Air appears to be the most desirable. The pressurization capability allows long range when needed. It also has the advantage of being air conditioned. Considering the area that these aircraft will operate, this is highly desirable. The flight crew will be much more efficient operating in a cool environment and therefore, will accomplish the mission much more satisfactorily. The aircraft is a Beech product and should be easy to support since Beech aircraft are all over the world and they have setup lines of supply to all of their dealers.



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